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CHOICE LIQUEUR
SCOTCH WHISKY
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Hongkong Daily Press.

ESTABLISHED 1857.

No. 10,829 號九式百萬千三月日 HONGKONG, WEDNESDAY, JULY 16TH, 1902. 廿拜禮 號陸十月柒年式零百九仟壹英港香 PRICE, \$2 PER MONTH

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PORTLAND CEMENT.
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These Limes have been tested by experts, and
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Orders will be received and testimonials can
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LANE, CRAWFORD & CO. [134]

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Distinguished by 4 Stars on the label.

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11 Years old; the finest quality shipped.

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

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"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Seats, and is absolutely impermeable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oil of the Best Qualities.

"CAUCASIAN METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

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Per Case of

NOLET'S GENEVA (SQUARE BOTTLES) ... 16 Bottles ... \$8

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BOL'S SUPERIOR ... 1 doz. Bottles ... 13.50

JAS. COUTTS & CO.'S SUPERIOR OLD TOM ... 8

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CALDBECK, MACGREGOR & CO. Hongkong, 12th July, 1902. [136]

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Capsule			
C. MANZANILLA, PALE NATURAL SHERRY,	White Capsule	12.00	1.00
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D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	16.20	1.35	
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ALL ARE SUPERIOR XERES WINES.

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Per Doz.	Per Bot.
LIGHT DRY	\$15.00 \$1.25
SOLERA	21.00 1.75
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FULL GOLDEN	24.00 2.00
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FINE OLD BROWN	36.00 3.00

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Per Doz.	Per Bot.
GOOD	\$15.00 \$1.25
FINE	24.00 2.00

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LIMITED,
THE HONGKONG DISPENSARY.

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

On the 7th July, at Foochow, of enteritis, COLIN BUCHANAN, late Marine Superintendent of the Indo-China S. N. Co., Ltd., aged 57 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD (1). LONDON OFFICE: 131, FIFTH STREET, E.C.

HONGKONG, 16th July, 1902.

No doubt the resignation at the present moment of Lord SALISBURY and Sir MICHAEL HICKS-BEACH will give rise to some discussions on the age of statesmen, and in connection with this it is interesting to note the comparative ages of the various members of the present British Cabinet. Lord SALISBURY himself, though well over seventy-two years old, was not the oldest member of that body, being younger than both Lord HALSBURY, who is seventy-six, and Lord JAMES OF HEREFORD, who is seventy-three. Only five other Cabinet Ministers are over sixty years of age—the Duke of DEVONSHIRE reaching sixty-nine, on the 23rd of the present month, Mr. CHAMBERLAIN, juvenile as he always appears in his portraits, being sixty-six, Sir MICHAEL HICKS-BEACH, the retiring Chancellor of the Exchequer, sixty-five, Lord ASHBOURNE, Lord Chancellor of Ireland, sixty-four, and Earl CADOGAN sixty-two. Under sixty, Lord LANSDOWNE and Mr. HANBURY, President of the Board of Agriculture, come first, both fifty-seven years old. Lord GEORGE HAMILTON is one year less. Our new Premier, Mr. A. J. BALFOUR, is nearly fifty-four, having been born on the 25th July, 1848. He is thus more than a year younger than Lord ROSEBERT, who, however, was Prime Minister eight years ago. Lord BALFOUR of BUBBLEY, is less than a year his namesake's junior. Lord LONDONDERRY and Mr. AKER-DOUGLAS are both fifty, the former reaching that age to-day. The Premier's brother, Mr. GERALD BARROW, President of the Board of Trade, is forty-nine, a year older than

Mr. W. H. LONG, President of the Local Government Board. Mr. ST. JOHN BRODRICK comes next, forty-six years old, while Mr. C. T. RITCHIE, forty-three, has lived a year more than the Earl of SELBORNE, the junior member of the Cabinet, though he fills the onerous post of First Lord of the Admiralty. It may be fairly considered in politics that a man is entitled to be called young between the ages of forty and sixty. Forty was the age which the Romans considered suitable for entry upon a political career, and the standard has perhaps varied but little since, though there have been many very notable exceptions. At seventy, at any rate, a statesman can but be considered old, and Lord SALISBURY's retirement in his seventy-third year cannot be regarded as premature. Rumours have been freely circulated at home that a dukedom was to be awarded to the distinguished Prime Minister, but owing to the incomplete state of the Coronation honours list the rumours remain rumours still. Whether this tribute be paid to Lord SALISBURY or not makes little difference, but it would be the superficial mark of the esteem—universally felt, even by those who have been Lord SALISBURY's severest critics (and nowhere has criticism on his policy been better founded than in connection with Chinese affairs), for one who has had so illustrious a career.

A recent meeting of Chinese students in Tokyo is reported to have been notable for the spirit which moved the speakers, who spoke in Japanese. Some of the students had cut off their queues and were dressed in the latest Parisian fashions. The Chinese girls who attended were dressed like Japanese schoolgirls, and even their coiffures were done in imitation of the elaborate head-dress of the Japanese.

It is the intention of the Sultan of Kelantan, who recently paid a lengthy visit to Singapore, to leave for Europe soon. He will go direct to London, and after remaining there about three months, during which time he hopes to complete his business, he will make a tour of the Continental capitals, following much the same route as that the King of Siam went over a few years ago. It is understood that the Sultan will be accompanied on the tour by his European advisers.

Bangkok versions of the object of the Sultan, Vice-Minister of the Interior's visit to Europe are, in addition to those already mentioned: (1) The negotiation of a foreign loan for the purpose of enlarging the Siamese navy, making it nearly equal to that of Japan, in view of a possible alliance between those two countries for offensive and defensive purposes. (2) Bringing out another batch of legal advisers. (3) Making arrangements for the provision of an adequate water supply to Bangkok.

The New York Press takes a humorous view of the arrest of "Colonel" Lynch. The Post says that the Government, in the flush of a long-desired peace and in the midst of the Coronation solemnities has an Irish traitor on its hands and the Irish members of its nerves, merits unqualified commiseration. The Sun says that "Colonel" Lynch is a white elephant. To keep him out of Parliament, yet not to punish him, is the nut which the Government has to crack. The New York Times thinks that "Colonel" Lynch's leaving Paris with the prospect of certain arrest is in compliment to that capital, as it indicated that he was unable longer to stand exile there.

The U.S. Consul-General at Hongkong says in his report:—Cotton socks and rubber shoes meet with a ready sale in this district. There has been a growing demand for both these articles in recent years and they are coming to be regarded as necessities. The poorer classes in Southern China have in the past worn nothing on their feet and most of them still go barefooted. There is, however, an increasing tendency to wear cotton socks and rubber shoes, which is likely to cause a large demand for both articles in the future. They are now supplied by English and German manufacturers, principally the latter.

The appearance presented by the big landship at the Kowloon Docks is such that one cannot but wonder that no loss of life occurred. Fortunately the face of the cutting in the hill-side gave indications of the coming disaster, thus enabling the workmen to make good their escape. The precipitous bank of earth and rocks had apparently been loosened by the recent heavy rains, and that part which gave way was behind the new workshop which is being completed and in which stands the immense steam-hammer which was erected not long ago at great cost, and with much labour. In its fall, the debris crashed through the end of the new building and overturned the hammer. The damage done is considerable.

The Kowloon Chronicle, which has been conducting a vigorous campaign against the complexion given to news sent to the Times by its Tokyo correspondent, concludes an article on the subject as follows:—This correspondent seems to be quite untrammelled by considerations of veracity. So long as such articles are restricted to the columns of the Japan Mail, they can be ignored, as the character of that journal is pretty well known by this time. When they appear in the Times as "from one correspondent" it seems about time to protest. However, we believe the power to work evil in that quarter will soon be at an end. It remains for the Japanese Government to consider how far such advocacy affects its reputation or tends to the maintenance of good relation with the Powers.

A despatch dated Vancouver (B.C.), June 5, says:—One of the most unique undertakings ever taken in hand in British Columbia was that successfully carried out in Kootenay, when a steamer was transported from one river over a mountain divide to another. Of late years trade for steamers on the Kootenay River has become demoralised, and as a result, the steamer owned by a private company has had little to do. On the other side of the watershed flowed the Columbia, and into this river the steamer was taken. The course of the two rivers is peculiar, and at one point, at rather a high altitude, they come close together. Some years ago the Government undertook to build a canal, but it was not a success, and the animals have fallen into a state of despair. It was by this course that the boat was taken by means of massive derricks. The short distance was successfully travelled, and to-day the steamer is making a profitable trading on the Columbia Valley.

The Russian Grand Duke Boris was expected to visit Corea before leaving for America on his way home.

The health returns for the city of Kobe for the week ending the 6th inst. showed three cases of suspected cholera and one death, while three cases remained under treatment.

"Shareholder" is anxious to know why the annual general meeting of Messrs. Campbell, Moore & Co., Ltd., has not yet been held, as the official year of this successful company terminated in December last? The accounts are said to have been made up in April last.

Major Kojikawa, military attaché in the Japanese Legation at Peking, committed suicide early on the morning of the 2nd inst. by cutting his throat with a small sword. The deceased officer was suffering from nerve trouble, having recently obtained no sleep, and had been heard lamenting being unable to do full duty.

A recent meeting of Chinese students in Tokyo is reported to have been notable for the spirit which moved the speakers, who spoke in Japanese. Some of the students had cut off their queues and were dressed in the latest Parisian fashions. The Chinese girls who attended were dressed like Japanese schoolgirls, and even their coiffures were done in imitation of the elaborate head-dress of the Japanese.

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The following is from the *Straits Times*:—A Manila paper states that hogs (as *baechamber*) life there is still increasing, despite stringent efforts of the police and detectives. The majority are said to be ex-American soldiers. Which reminds us that when the Hongkong papers were making a crusade against these undesirable gentry a world-smart Manila paper said that Hongkong was a hot-bed of these pests. To which our Hongkong *confidante* replied, more in sorrow than anger: "Yes, but they all come from Manila."

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The great manoeuvres of the Russian Army, which take place this month in the Government of Kuruk, in South Russia, are thoroughly up to date, and the troops taking part in them are to be made acquainted with the latest inventions and appliances used in modern warfare. Thus

the Moscow Army will possess 120 miles of telegraph wires and 137 miles of telephone apparatus, while the Southern Army will have for use 155 miles and 141 miles of each system of rapid communication. Both armies will make use of the pigeon-post, and in order to increase the defences of various positions artificial hindrances will be erected in the form of barbed-wire hedges. Moreover, the commissariat department and the staffs will be provided with light and heavy motor-waggons for their respective duties, while each army will have a balloon detachment.

We have at last got a little information on the subject of the payment of the British private claims, that are the outcome of the disturbances in China in 1900, says the *L. & C. Express*. Those who have had their claims admitted are naturally anxious to get a settlement, for they have at present neither the actual money nor will any bank advance anything against even approved claims. Some settlements are, however, to be made out of the first half-yearly instalment due on Jan. 1st, and will embrace the claims resulting from death and for all claims under £100. Apparently, nothing is decided as to the settlement of the more serious amounts, but we would urge on the Treasury authorities that they should deal with the matter and make a definite announcement on a subject that is of very great importance to many who are unfortunately concerned.

The U.S. Consul-General at Hongkong says in his report:—Cotton socks and rubber shoes meet with a ready sale in this district. There has been a growing demand for both these articles in recent years and they are coming to be regarded as necessities. The poorer classes in Southern China have in the past worn nothing on their feet and most of them still go barefooted. There is, however, an increasing tendency to wear cotton socks and rubber shoes, which is likely to cause a large demand for both articles in the future. They are now supplied by English and German manufacturers, principally the latter.

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THE CORONATION REVIEW.

WHAT SHOULD HAVE BEEN.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 12th June.

The first naval port of this vast Empire is now particularly the attraction of the world in consequence of the great Naval Review that is to be held at Spithead on Saturday, the 20th inst. Among the large assembly will be the cruiser *Orlando*, Commander Philip H. Colclough who is acting Captain, which has just arrived home from the China Station. This vessel has received orders to prepare for the great day and will pay off about the middle of July.

For this review Admiral Sir C. F. Holman, G.C.V.O., Commander-in-Chief at the Port, will be in command and will hoist his flag temporarily on the new battleship *London*, Captain J. E. C. Godrich.

A notable feature on this occasion is that there will be twenty-four English admirals taking some part in the day's doings, while about twelve of them will fly their flags; this not counting the Foreign Admirals. The following is a complete list of the foreign ships to be present, and it may be noticed that the President *Narimane*, Argentine training ship, well known in Hongkong, is amongst the number.

Argentina—Presidente *Sarmiento*, 2,750 tons; training ship.

Chili—*Chacabuco*, 4,500 tons; cruiser.

Denmark—*Hertuf Trold*, 3,370 tons; battleship.

France—*Montcalm*, 2,500 tons; armoured cruiser.

Germany—Kaiser *Friedrich III*, 11,150 tons; battleship.

Greece—*Peara*, 1,885 tons; battleship.

Italy—*Carlo Alberto*, 6,500 tons; armoured cruiser.

Japan—*Asama*, 9,750 tons; armoured cruiser.

Takao, 4,160 tons; cruiser.

Netherlands—*Holland*, 3,900 tons; cruiser.

Norway—*Norge*, 3,847 tons; battleship.

Portugal—Don *Carlos I*, 4,100 tons; cruiser.

Russia—*Pobieda*, 12,600 tons; battleship.

Spain—Emperador *Carlos V*, 9,235 tons; armoured cruiser.

Sweden—*Oden*, 3,500 tons; battleship.

United States—Illinois, 11,363 tons; battleship.

Austria is the only naval Power that at present is not represented. The United States will also have in English waters the *Albion* and *Chicago*.

The day's proceedings will commence at 12.30 noon, when a signal gun will be fired from the flagship *London* for all private vessels to remove from the Review ground by 1.30. At two o'clock the King will leave Portsmouth Harbour and be received with the usual salutes, and the completion of the Review will be indicated by a signal gun fired from each of the British flagships. Then private vessels can again cruise amongst the Fleet until 8.30 p.m., when preparations are made for the magnificent display of illuminations of the Fleet. At 11 p.m. His Majesty will again pass through the lines, and at 12 midnight all illuminations will be by signal suddenly and simultaneously extinguished; then immediately afterwards a Royal salute will be fired by the entire fleet—a rather novel feature, a midnight salute.

THE "ORLANDO" AT HOME.

The arrival here of the cruiser *Orlando* last week from China has given the inhabitants great interest, as the crew were in the heroic defence of the British Legation at Peking and also for the gallant dash of Admiral Sir E. H. Seymour for the relief. I have had a chat with the officers and men and can gather some interesting details which perhaps have never been published.

During the siege of Peking Sergeant Preston, R.M.L.I., and the Armourer were specially mentioned by the British Ambassador for their bravery, and the former has been awarded the Distinguished Conduct Medal. The opinion of the Chinese soldiers is "They are all right at a game of long bow, but they can't stand cold steel. If one can only get at them away they run," said an officer to me. Leading Seaman George has been given the conspicuous gallantry medal and the United States has conferred the gold medal for valour upon him for his conspicuous and brave conduct in saving the junk full of wounded under a very heavy fire. Sergeant Johnson has also received the Distinguished Conduct Medal and Leading Signalman Swanson has had the Conspicuous Gallantry Medal and Stoker Steward Tuller has been specially promoted for service rendered at Peking.

A very sad event has marked the cruise home, and that is the death of Captain J. H. T. Burke just before arrival at Aden. He had been ill for about ten days, and the day before arriving he died of cerebral hemorrhage and was buried at Aden with all the honours due to his position.

From my correspondent at Devonport I hear that a flag captured from a piratical junk in Chinese waters by the gunboat *Proteus*, Lieutenant A. H. Oldham, has been presented to the Devonport Public Library.

The Vancouver *World* says: "Australian lacrosse men have evidently arrived at the conclusion that it will be some time before an all-Canadian team will visit the Antipodes, and are now discussing the prospects of an Australian twelve-month tour of Lands, opening with a match in this city."

BEWARE

of the Party offering invitations of
MACNIVEN & CAMERON'S PLATE.
"They come as a boon and a blessing to men,
The Pickwick, The Owl, and The Warbury Pen.
Each at all stations."

MACHINERY & CARRIAGE, Ltd., Waverley Work
Edinburgh.

RAUB AUSTRALIAN GOLD
MINING CO.

The eighth annual meeting of the above company was held at the registered offices, Queen Street, Brisbane, on 28th May, Mr. James Forsyth, M.L.A., being voted to the chair.

The CHAIRMAN, in moving the adoption of the report and balance-sheet, stated that taken all round, the figures as shown must be regarded as satisfactory to the shareholders. In the profit and loss account, the amount appearing to the debit at the beginning of the financial year was £12,812 13s. 6d. and although a large amount of nearly £16,000 had been written off for depreciation, the profit and loss at the end of the year showed a deficiency of £353 19s. 10d. only. This proved that the results of last year's actual mining had really been profitable to the extent of nearly £23,000. Mr. (the chairman) desired to point out that in Mr. Currie's report, which was furnished to the shareholders last year, the available ore reserves mentioned therein were given as 10,000 tons. Yet on reference to the manager's report now issued for the year the total amount of ore crushed was 33,224 tons. This proved to his mind that the ore reserves have been underestimated by Mr. Currie, as no report had reached the directors that any serious diminution had taken place in these reserves. This was a matter for the shareholders to ponder over. The question of reduction of expenses in connection with the surface work at the mines was engaged in the serious attention of both the Singapore and Brisbane boards, and without a doubt, if the same results were obtained from crushing during the coming twelve months, it was more than probable that the figures now produced would be much improved upon.

Two new mines had been started during the year, namely, Stope Mine and Bokit Neohong. Two of the subsidiary companies at Raub had been obtaining gold, and the third, the Queensland Gold Mining Company, would shortly have their own battery at W.I.K. Mr. Bokley seconded the motion, which, after a few remarks from Mr. Harry Webb, was carried unanimously.

The retiring directors, the Hon. Robert Phillips, Messrs. De Burgh Persse, James Forsyth, and G. F. Scott, also the auditor, Mr. T. A. Bond, were re-elected at the annual re-organisation as formerly.

A vote of thanks to the chairman terminated the proceedings.

MURDER BY A FRENCHMAN
AT SINGAPORE.

The *Singapore Free Press* gives the following account of a terrible affair at Tanjong Pagar on the 6th inst., the result of which has been a verdict of wilful murder against a Frenchman.

"A shocking affair occurred at Tanjong Pagar in the early hours of yesterday morning, resulting in the death of a poor rickshaw coolie. About 3 a.m. the Malay constable on duty at Tanjong Pagar Police Station was horrified at the appearance of a rickshaw coolie running towards the station streaming with blood. When he reached the building he collapsed at the sentry's feet. Blood was pouring from a gaping wound in the unfortunate man's throat and gashed on his back were many ugly stabs and gashes apparently caused by some sharp cutting instrument. Before he could be questioned, however, the man had died. Thoroughly alarmed, the constable awoke Sergeant Hickey, who is in charge of Tanjong Pagar Police Station and with lanterns a party set out to probe the mystery. Nor had they far to go ere doing so. Along Kepel Road, townwards was a thick trail of blood. Following this for about a hundred yards, a rickshaw was found in the road with blood spattered on the shafts in all directions and still beyond this led the grey track. For yet another two hundred yards the Police followed the wet, red line till it came to a dead halt on the little iron bridge over Kepel Road about 30 yards from the police station. Here, without doubt, the ghastly crime had been committed, for the roadway was like a shambles, blood lying in thick streams on the red dust. Here the unfortunate coolie had been brutally stabbed and had with superhuman energy, dragged his ricksha 20 yards farther, ere, nearly exhausted, he had let go the shafts and raced, panting, to the Police Station, where he collapsed. The searching party now returned to the Police Station and communicated with the Detective Station with the result that Sergeants Frayne and Brace were soon on the scene of the murder. As they were proceeding along Kepel Road, when about 150 yards from the Police Station, they met a man, evidently a European, who was walking in the direction of the station. On seeing the detectives, he quickened his steps, but when they followed and came up with him, he was stopped and searched, when his clothing was found to be saturated with blood, coat, trousers and singlet alike, and a search revealed a blood-stained razor in one of the coat pockets. He could speak no English, but was immediately arrested and taken to the Police Station, where later he was confronted with the body of the murdered coolie and denied any knowledge of the man or murder. He further said he was a French subject, and gave his name as Josef Goin. He had come here by the German mail steamer *Tasman* and had applied at the French Consulate for a passage to France and he was to have left for Macassar by the *Guadalquivir*. He missed that steamer however, and since then had been living at 56 Queen St.—a Filipino eating house. He denied all knowledge of the murder.

"Goin is a well-built man between forty and fifty years of age. He has a good appearance but looks a determined individual. When arrested he was smelling of drink and it is thought this may have something to do with the murder. A medical examination of the murdered coolie showed that his jugular vein had been cleanly severed. The inquest was held at Sepoy Lines this afternoon."

The Straits *Telegraph* says: "It is not ascertained to be known about him. It has been stated that he is a Frenchman and very little seems to be known about him. It has been stated that he is an escaped convict from New Caledonia."

The inquest was held on the 8th inst. to investigate the cause of the death of the coolie. The hearing of the evidence was concluded in the afternoon, and the verdict was culpable homicide, amounting to murder against the Frenchman, Josef Goin. The only evidence as to the identity of the accused is the statement made by him, there being nothing either in the possession of the French Consul or the authorities in Singapore to corroborate what he says. From what the accused has stated, it would appear that his name is Josef Goin, that he is a Frenchman born in France. He stated that he was separated from the French penal settlement in New Caledonia, by means of a cutter which he along with three other runaways captured in the harbour of Noumea, the capital of the settlement. Their stolen boat was wrecked near New Guinea, and they were picked up by the German mail steamer *Tasman*, which brought them to Singapore.

SZECHUEN.

Chengtu, 14th June.
CONTINUED DROUGHT

is seriously affecting the price of rice, and poor people are already suffering much. These districts which come within the scope of the irrigation works of this plain are all right, but a large part of the farming land still depends for water upon the rains, and these this year are remarkably late.

RECRUITMENT OF "BOXERISM."

Caused by conditions caused by the drought, "Boxerism" is making extraordinary headway in Szechuen. So far as we know, the first Boxers began their propaganda in a small way about the beginning of this Chinese year. Last month two battles took place between the Viceroy's troops and the Boxers, the first at Tzeyangshian, less than three hundred li away, the second near Anyuehien, not much farther away, in a slightly different direction. Result in each case, victory for the Government troops, and disaster to the Boxers. A dozen were killed outright, others wounded, and later twelve heads were exposed at two of the city gates of Tzeyang. The Boxers were supposed to have been dealt a severe blow by these two actions, and so it was; but the outcome seems to have been a scattering of the seed, to spring up with mushroom rapidity in scores of market towns and villages throughout the country. News comes steadily in of Boxer drill going on in the temples in all the villages, though not in the cities. They drill at night. Some unscrupulous gibberish is muttered by the leader, at the same time that he goes through with mysterious incantations; the subversive suddenly fails in what appears like a swoon. Presently he jumps up, of his own accord, or to may have to be assisted up, a huge knife or sword is handed to him and he goes through all manner of twists and contortions, better named antics, but called by the Boxers "drill," and this is his instruction in the proper method for "destroying the church, and exterminating the foreigner."

OFFICIALS PROPOSE ZEAL.

in putting the Boxers down, and so far we have no reason to doubt their good faith, except that the cult seems to be making steady progress in spite of the two battles above mentioned, in spite of the two battles above mentioned, and two executions by slow-torture. Rain is greatly needed, and will, when it comes in good measure, be one of the best discouragers of the Boxers, for the farmer who has to rush all day long transplanting rice has little time or energy left for Boxer drill all night.

INTELLIGENT CHINESE.

are already making gloomy prophecies as to the possible and even probable outcome of the present state of affairs, unless more radical and thorough measures are taken than have so far materialised.

—N. C. Daily News.

NEWCHWANG.

Messrs. Bush Bros. of Newchwang, in their trade circular, dated June 7th, say:

The present slackness in the demand for tonnage is due to the detention of the barge-rafts up river, the dry weather rendering the river shallow unnavigable. Produce is lying stored up in large quantities at Tang Changtang, 600 li (or 200 miles) up river, small lots coming forward occasionally by train from Tschiling, another of the principal depots, which is within ten miles of the railroad. This means of transportation is, however, only used as a last resource by the natives owing to the exposure of the cargo, and uncertainty as to the date of arrival at its destination. To-day a quotation are:

Beans..... 8.30 per 10 cwt.

Beans..... 6.50 per 300 cwt.

Bean Oil..... 5.60 per 100 cts.

The steamship *Huan* arrived yesterday from Tientsin with railway coolies as passengers, almost immediately upon the landing of these coolies several corpses were discovered in the streets, and on the men being rounded up several were found to be sickening. In all 85 deaths from cholera occurred yesterday among these railway men, and the authorities have consequently decided to impose medical examination upon all steamers arriving from China port, the question as to the quarantining of steamers from Tientsin, in addition to medical inspection, being left open for the present.

Many disturbing rumours have been circulated recently in regard to the growing unrest in the interior, and it is reported that "Boxers" have appeared openly in the vicinity of Kai-Yuan. So far these reports are directly attributable to Russian sources. An outbreak of any kind in land would doubtless militate against the evacuation of the port by the Russian Military and Provisional Civil Administrators.

SIR HENRY BLAKE DISORDERLY.

Mr. Chamberlain, on the 11th inst., presided in the Grand Hall of the Hotel Cecil, at the third annual dinner of the Corso Club, which consists exclusively of officials in the Colonial Service. The company, numbering 270, included Sir C. Clement-Smith, Sir G. W. Des Voeux, Sir H. Blake, Mr. C. W. Sheppard-Kynneley and Mr. Hugh Clifford. Mr. Chamberlain, in the course of his speech, said the country had almost entirely given up the idea of independence, and the mercantile marine is not so secure as we thought; and Mr. Colquhoun says that a greater and less ostentatious process has transferred a great part of our carrying trade in the Far East to German ships. The appearance of formidable rivals in every portion of the globe, who are able to do business with our colonies, is not calculated to strengthen the Empire or closer together.

THE REVENUE OF THE FEDERATED MALAY STATES.

The total revenue of the Federated Malay States during last year amounted to \$7,541,507, as compared with \$11,009,838.8 in the previous year, and the highest figure yet attained. The expenditure came to \$17,273,158 as compared with \$12,723,831.

In explanation of the increased total of expenditure the Resident-General says that the "Federal" expenditure for the two years, 1900 and 1901, is included in the figures given for 1901, hitherto it had been the practice to include the "Federal" expenditure of one year in the accounts of the succeeding year; henceforth the "Federal" expenditure of the year will be brought to account in the year during which it occurs. Similar remarks apply to revenue. The proper figures for comparison, therefore, are:

1900..... \$15,693,806

Expenditure..... 12,723,831

1901..... 16,463,175

Under revenue the principal increase (\$1,021,224) is under House, due to an arrangement by which the rent payable by the Park General Farmer was increased, and to the reletting of the Negri Sembilan Farm.

Under expenditure the chief increases are contributed by the Departments of Public Works and Railways; and Personal emoluments, owing mainly to the grant of Exchange Compensation Allowance on whale instead of half salary, show an increase of \$270,418.

The proportion of the cost of establishments, including State Railways to revenue, is given as 17.6 per cent.; for 1900 the proportion was 16.67 per cent.

The assets of the Federated States on 1st January, 1902, including Bank fixed deposits and cash in Treasuries and on current account in Banks, stood at \$10,337,120. Liabilities are returned at \$5,040,600.

LEPROSY IN THE UNITED STATES.

The report of a Commission of Surgeons of the Marine Hospital Service, appointed to investigate the origin and prevalence of leprosy in the United States, has recently been presented to Congress. The report shows that there are 278 cases of leprosy in the United States, distributed among the several States as follows: Alabama 1; California 24; Florida 34; Georgia 1; Illinois 5; Iowa 1; Louisiana 15; Maryland 1; Massachusetts 2; Minnesota 20; Mississippi 5; Missouri 5; Montana 1; Nevada 1; New York 7; North Dakota 1; Oregon 1; Pennsylvania 3; Wisconsin 3. Of the total number, 176 are males and 102 are females; 145 American born, the birthplaces of the remainder being undetermined. Of the 155 cases reported from Louisiana, 101 are in Orleans County and 54 in the leper colony at Iberville. Of the 7 cases in New York 4 are in Kings County and 3 are in New York City. It was stated to the Commission that he comes from a country in which such intermissions are not infrequent. (Laughter.) Having, therefore, decided to pass over on the present occasion this breach of order with the simple remark that I hope we will never do it again (loud laughter)—I have only to thank you most sincerely for the kindness with which you have received my impromptu toast, and for the loyalty which you have always exhibited in all your relations with the office over which I preside. (Cheers.)

OUR FUTURE COLONIAL POLICY.

The *Naval and Military Record* of the 12th ult. says:—Mr. Archibald Colquhoun's paper on "Our Future Colonial Policy," read on Tuesday at the Royal Colonial Institute, comes at an opportune moment. Mr. Colquhoun first took a bird's-eye view of the world in which

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be confined until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.
Lister's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE ANNUAL GENERAL MEETING of the PEAK CLUB will be held at 6 P.M. on TUESDAY, 22nd JULY, on the CLUB PREMISES.

C. G. PRITCHARD, Major,
Honorary Secretary, Peak Club
Hongkong, 16th July, 1902. [1944]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU".

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 16th inst.

Goods not cleared by the 22nd inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 15th July, 1902. [1950]

NOTICE.

THE PARTNERSHIP between the undersigned was Dissolved by Mutual Consent on the 12th July, 1902.

W. LYEAUGHT & SON,

Hongkong, 16th July, 1902. [1943]

NOTICE TO CONSIGNEES.

FROM TRIESTE, RIUME, PORT SAID, ADEN, KARRAHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA".

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sap Wan Godown Lot No. 1295-A.

MAHOMED HAJEE ESSACK ELLIAS.

Hongkong, 15th July, 1902. [1947]

NOTICE.

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY, EDINBURGH AND LONDON.

ESTABLISHED 1824.

CAPITAL ... £20,000,000.
Invested Funds, £4,900,000. Annual Income, £1,000,000. Fire Insurances effected at Current Rates. Terms and Particulars may be had on application to—

SANDER, WIELER & CO., Agents in Hongkong.
Hongkong, 16th July, 1902. [1945]

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the Half-year ended 30th June, 1902, of Four Dollars per Share.

DIVIDEND WARRANTS may be obtained on application to the Office of the Company on and after MONDAY, 28th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 28th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.
Hongkong, 15th July, 1902. [1946]

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND One Dollar and a Half per Share for Six months ending 30th June, 1902, will be payable on the 29th inst., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th instant (both days inclusive).

By Order of the Board of Directors.
A. SHILTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co. Limited.
General Agents: The West Point Building Co. Limited.
Hongkong, 15th July, 1902. [1948]

FOR SWATOW.

THE Steamship
"TAILEE," Captain H. Michelson, will be despatched for the above port on FRIDAY, the 18th inst., at 1 P.M. For Freight or Passage, apply to—

MEYER & CO., Agents.
Hongkong, 16th July, 1902. [1942]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING," Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 19th instant, at 3 P.M. For Freight or Passage, apply to—

DAVID SASSOON & CO. LTD., Agents.
Hongkong, 16th July, 1902. [1927]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship
"MARIA VALEERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before NOON, on the 20th of July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of July will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 14th July, 1902. [1939]

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THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the Half-year ended 30th June, 1902, of Four Dollars per Share.

DIVIDEND WARRANTS may be obtained on application to the Office of the Company on and after MONDAY, 28th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 28th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.
Hongkong, 15th July, 1902. [1946]

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND One Dollar and a Half per Share for Six months ending 30th June, 1902, will be payable on the 29th inst., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th instant (both days inclusive).

By Order of the Board of Directors.

A. SHILTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co. Limited.
General Agents: The West Point Building Co. Limited.
Hongkong, 15th July, 1902. [1948]

FOR SWATOW.

THE Steamship
"TAILEE," Captain H. Michelson, will be despatched for the above port on FRIDAY, the 18th inst., at 1 P.M. For Freight or Passage, apply to—

MEYER & CO., Agents.
Hongkong, 16th July, 1902. [1942]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING," Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 19th instant, at 3 P.M. For Freight or Passage, apply to—

DAVID SASSOON & CO. LTD., Agents.
Hongkong, 16th July, 1902. [1927]

AUCTIONS

PUBLIC AUCTION.

T HE Undersigned has received instructions to Sell by Public Auction,

on

FRIDAY,

the 18th JULY, 1902, at 3 P.M.

(ON BOARD)

THE BRITISH IRON BARQUE

"GEORSEVOR"

(Registered 516 Tons)

as she now lies in Hongkong Harbour, with all her MASSES, SAILS, RIGGING, CABLES, GEAR, APPURTENANCES, STORES, &c., &c.

IN ONE LOT.

Length 165 feet; beam 28 feet; depth of hold 17 feet 3 inches. Carrying Capacity 700 Tons deadweight.

The Vessel has been recently fitted with NEW SET OF SAILS, NEW TOP GALLANT MASTS, NEW JIBBOOM, &c.

The Vessel to be at Purchaser's Risk on fall of Hammer, when one-third of purchase money is to be paid.

A Launch will convey intending purchasers leaving Blake Pier at 2.30 P.M., on date of Sale.

Geo. P. LAMMERT, Auctioneer.

Hongkong, 11th July, 1902. [1908]

PUBLIC AUCTION.

T HE Undersigned has received instructions from Col. MASTERS and Major HEATHER, BILL to Sell by Public Auction,

on

SATURDAY,

the 19th JULY, 1902, at 2.30 P.M., at their residence, No. 3, CANTON VILLAS, Kowloon.

THE WHOLE of THE HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATEDWARE, ONE ELECTRIC FAN and BATTELEY, COOKING RANGE, PLANTS in POTS, &c., &c.

Catalogues will be issued, and the whole to be viewed from Friday, the 18th inst.

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 15th July, 1902. [1938]

PUBLIC AUCTION.

M R. GEO. P. LAMMERT has received instructions to Sell by Public Auction

on

HONGKONG
BUSINESS DIRECTORY
BOOKBINDING

DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and London

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.
Bronide and Crayon Enlargements and
also coloring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants.
Praya Central, near Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlery,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG-SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SELMUND,
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundel's
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

mitsu bishi dockyard
AND ENGINE WORKS,
NAGASAKI

CODE WORDS "DOCK," NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code.

DOCK No. 1 (at TATEGAMI).
Extreme Length 500 feet.
Length on Blocks 513 "

Width of Entrance on Top 89 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 231 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length 370 feet.
Length on Blocks 350 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 220 "

PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE.

1534

NOW ON SALE.

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRaits SETTLEMENTS,
MALAY STATES, NEHREE-
LANDS INDIA, PHILIP-
PINES, BORNEO, &c.

WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR 1902.

THE FORTIETH ANNUAL ISSUE.

The DIRECTORY covers the whole of th-

ports and cities of the Far East, from Nether-

lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete

in each case it can be made, but each Colony,

Port or Settlement is prefaced by a DESCRIPT-
ION, carefully revised each year, most of

which will serve as accurate GUIDES FOR THE

Tourist, giving every detail in connection with

the places, their History, Topography, &c., &c.

The Information in these Descriptions con-

sists of a hundred interesting articles, packed

with facts concisely set out, and containing

statistics of the Trade of, &c., &c.

Port, would alone suffice to fill a large volume.

The CHRONICLE and DIRECTORY, al-

though printed in smaller type than formerly

and condensed in every possible manner, con-

tains every year more pages.

Royal Octavo—Complete with Fourteen Maps

and Plans, pp. 1,573, \$9.00. Directory only

pp. 1,172, \$5.00.

HIGH CLASS AERATED WATERS.

THE very best drinkable. As prepared in

Manchester. Made from the very

best of Ingredients and the latest "HIGH

CLASS ENGLISH MAKE" SODA

WATER PLANT AND ACCESSORIES.

Filled in 10 oz. patent odd bottles. Guaranteed

pure filtered water, free from germs and other

harmful matter. Cheapest and best obtain-

able. Please address THE ROYAL

AERATED WATERS MANUFACTORY,

Works West Point, or F. P. DANENBERG,

Telephone No. 367. Price List and Order

Book on Application.

Hongkong, 17th June, 1902.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE WORLD-MASTERS,

BY
GEORGE GRIFFITH,

Author of "The Angel of the Revolution,"

"Brothers of the Chair," "The Justice

of Revenge," "A Honeymoon

in Space," &c., &c.

[COPYRIGHT.]

CHAPTER XXVI.

(Continued.)

On the morning of the eleventh day the French President, who had been drawn along the useless railway from Paris to Calais by relays of horses harnessed to a light truck running on wheels of paper-mache, embarked for Dover on board a fishing lugger. Twelve hours before the German Emperor had sailed from Cuxhaven, which he had reached by rail with infinite difficulty and after a dozen break-downs, for Harwich in a fast wood-built schooner yester.

During the last four or five days there had been very little communication between the Continent and England. All English steamers, including warships, had been forbidden to pass the three-mile limit. By happy accident the Channel Fleet and the Home Defence Squadron had anchored in British waters after the manoeuvres just before. Miss Chrystie pointed that the best, may, the only thing that Europe, in my person, can do, is to place itself in the hands of His Majesty King Edward. We have been enemies, but he is the friend of all of us, and if any man on earth can and will do right it is he."

"I entirely agree with Monsieur le President," said the Kaiser, "We are helpless and he can help us. For my own part I place the interests of Germany unreservedly in his hands."

After this it was impossible for the Ministers

of the other Powers to hold back, and so a joint note was drawn up and then, paying King

Edward to accept office of mediator between the

agitory powers and these uncrowned monarchs

who, from their sitadel in the midst of the far-

northern wilderness, had proved their title

to sovereignty by demonstrating their power

to render the nations helpless at their will."

The only communication that was now

possible with Canada and therefore with Boothia

Land, was by means of aerographic messages

transmitted from one station to another, via

the North of Scotland, the Faroes, Iceland,

Greenland, and Newfoundland, where the

airship was working as usual. It took nearly

twelve hours for the messages to reach the

Works, and the President had scarcely com-

municated its contents to his colleagues when

the Nadine came rushing full speed into

Adelaide Bay with the news that the great

Russian icebreaker with three other vessels in

her wake was steaming down from the north

ward about twenty miles away.

CHAPTER XXVII.

The news of the coming of the Expeditions

was allowed to spread without comment through

the Works, and to the intense surprise of the

three naval officers of the Trust no immediate

precautions were taken to protect the

Works or the harbour in which the Nadine and

the Washington were now lying, against the

attack of what everyone knew could be nothing

but a hostile force. The two vessels having

made their report filled their numbers and steamed

out of the harbour again to the southward and westward.

The great engines purred on, still draining

Europe and Asia of their vital essence.

An aerographic message was sent by

King Edward and the President of the United

States. The one to King Edward informed

him that the President and Board of

Trust, while insisting upon the terms of the

circular they had addressed to the Powers of

Europe, and giving fair warning of what would

happen if those terms were ignored, were per-

fectly content to leave everything else in his

Master's hands.

The message to the President gave him all

the news that there was to give, and informed

him that as soon as the King's decision was an-

nounced the engines would be stopped, the insula-

tors removed, and the electrical and magnetic

currents allowed to flow back over their natural

courses, the result of which would be that in

from twenty-four to twenty-six hours normal

conditions would be re-established, and the

business of the world could go on as usual. All

fighting, however, was under a war-tax of a

dollar per head per week of men engaged in

arms and fleets would be prohibited. If this

condition, which the London manager of the

Trust had been instructed to lay before his

Majesty and the foreign Ministers in London,

were violated the engines would be started again

with the same results as before.

It was about eight o'clock in the evening of

the same day, to put it in conventional terms,

for the long summer twilight of Boothia Land

knew no morning and no evening; that the

huge ships of the Russian ice-breaker, followed

by three corvettes, one a genuine wooden-

decked sailing ship, and the others to a nautical

VESSELS ADVERTISED AS LOADING.

To ascertain the discharge of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring between Kowloon, are included, nearest Hongkong A. midway between Hongkong and Kowloon B., and those vessels berthed at the Kowloon Wharf C., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON	SARPEDON	Brit. str.	—	Clark	BUTTERFIELD & SWINE	On 22nd inst.
LONDON & ANTWERP VIA SUEZ CANAL	BENLEDI	Brit. str.	—	A. F. Street	GIBB, LIVINGSTON & CO.	To-morrow.
LONDON	MALACCA	Brit. str.	—	Bee	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON, via SUEZ CANAL	BENIAWERS	Brit. str.	—	Gibb, Livingstone & Co.	On or about 31st inst.	
LONDON & ANTWERP	ULYSSES	Brit. str.	—	BUTTERFIELD & SWINE	On 5th August.	
LONDON & ANTWERP	TELEMACHUS	Brit. str.	2 m.	BUTTERFIELD & SWINE	On 15th August.	
LONDON	ANTENOR	Brit. str.	—	BUTTERFIELD & SWINE	On 2nd September.	
LONDON	DABDANUS	Brit. str.	—	BUTTERFIELD & SWINE	On 16th September.	
LIVERPOOL DIRECT	PYREUS	Brit. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
MARSEILLES &c. via PORTS OF CALL	KAWACHI MARU	Jap. str.	—	Sullivan	MESSENGERS MARITIMES	On 28th inst. at 1 P.M.
BREMEN, via PORTS OF CALL	ANNAM	Ger. str.	—	W. Franke	MELCHERS & CO.	On 23rd inst. at Noon.
HAVRE & HAMBURG	SILESIEN	Ger. str.	2 m.	Ehle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	C. FEID LAEIZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	von Biener	HAMBURG-AMERIKA LINIE	On 29th August.
HAVRE & HAMBURG	KONGSBERG	Ger. str.	2 m.	Mayor	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	DOWDELL & CO. LIMITED	On 29th inst.
HAVRE & HAMBURG	ATHOLL	Brit. str.	—	Thompson	JADELINE, MATHESON & CO.	On 1st August.
HAVRE & HAMBURG	INDRAJAYA	Brit. str.	—	Shewan, Tomes & Co.	On 20th inst.	
HAVRE & HAMBURG	RADNOVSHIRE	Brit. str.	—	Gibb, Livingstone & Co.	On 31st inst.	
HAVRE & HAMBURG	BENCLUGH	Brit. str.	—	Reuter, Brockmann & Co.	Quick despatch.	
HAVRE & HAMBURG	COMET	Brit. br.	2 m.	F. E. Bennett	SHewan, Tomes & Co.	On or about 17th August.
HAVRE & HAMBURG	VERONA	Brit. str.	—	H. Pybus, R.N.E.	SHewan, Tomes & Co.	On or about 17th August.
HAVRE & HAMBURG	ASAMA	Brit. str.	—	CANADIAN PACIFIC R. CO.	SHewan, Tomes & Co.	On 18th inst. at Noon.
HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 26th inst.
HAVRE & HAMBURG	ATHENIAN	Brit. str.	—	D. Barton	DOWDELL & CO. LIMITED	On 22nd inst.
HAVRE & HAMBURG	CLAVELLING	Brit. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 23rd inst. at 1 P.M.
HAVRE & HAMBURG	TOGA-MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August at 4 P.M.
HAVRE & HAMBURG	KAGA-MARU	Jap. str.	—	Craven	PORTLAND & ASIATIC S.S. CO.	On 26th inst.
HAVRE & HAMBURG	INDRAVELLI	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	To-morrow, at 10 A.M.
HAVRE & HAMBURG	AIRLIE	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWINE	On 29th inst.
HAVRE & HAMBURG	TAIWAN	Brit. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
HAVRE & HAMBURG	YAWATA MARU	Jap. str.	—	C. H. Butler	SANDER, WILLE & CO.	On 18th inst. at Noon.
HAVRE & HAMBURG	CHINA	Aus str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th inst. at 4 P.M.
HAVRE & HAMBURG	SANUKI MARU	Jap. str.	—	H. Fraser	BUTTERFIELD & SWINE	On 26th inst. at Noon.
HAVRE & HAMBURG	IDZUMI MARU	Jap. str.	—	T. Schmitt	NIPPON YUSEN KAISHA	On 22nd inst.
HAVRE & HAMBURG	TSINAN	Brit. str.	—	K. A. Peters	EAST ASIATIC TRADING CO., LTD.	On 1st August, at Daylight.
HAVRE & HAMBURG	HAKATA MARU	Jap. str.	—	G. E. Lockstone, R.N.E.	BUTTERFIELD & SWINE	On 25th inst. at Noon.
HAVRE & HAMBURG	KAMAGA MARU	Jap. str.	—	T. Ogata	P. & O. S. N. CO.	On 26th inst.
HAVRE & HAMBURG	HELMANN MENZELL	Ger. str.	—	G. Sakano	MITSUI BUSSAN KAISHA	On 20th inst.
HAVRE & HAMBURG	NANGHAN	Brit. str.	—	T. Saito	MITSUI BUSSAN KAISHA	To-day.
HAVRE & HAMBURG	WOOSUNG	Brit. str.	—	P. Michaelson	MAYER & CO.	Tomorrow.
HAVRE & HAMBURG	BALLABAAT	Brit. str.	—	G. T. Blaxland	BUTTERFIELD & SWINE	On 23rd inst.
HAVRE & HAMBURG	GANTON	Brit. str.	—	P. H. Roche	JADELINE, MATHESON & CO.	On 18th inst. at 2 P.M.
HAVRE & HAMBURG	DAIJIN MARU	Jap. str.	—	T. Murai	MITSUI BUSSAN KAISHA	On 24th inst. at Noon.
HAVRE & HAMBURG	ANDING MARU	Jap. str.	—	J. G. Spears	DAVID SASOON & CO., LTD.	On 18th inst. at Noon.
HAVRE & HAMBURG	PAKHOU	Brit. str.	—			On 19th inst. at 3 P.M.
HAVRE & HAMBURG	MAIDUPRU MARU	Jap. str.	—			
HAVRE & HAMBURG	TAHLEE	Ger. str.	—			
HAVRE & HAMBURG	SUNGKIAO	Brit. str.	—			
HAVRE & HAMBURG	KAIPOONG	Brit. str.	—			
HAVRE & HAMBURG	PERLA	Brit. str.	—			
HAVRE & HAMBURG	YUNSAM	Brit. str.	—			
HAVRE & HAMBURG	ROSETTA MARU	Jap. str.	—			
HAVRE & HAMBURG	HOSHIMA MARU	Jap. str.	—			
HAVRE & HAMBURG	LIGHTNING	Brit. str.	—			

SHIPPING.

VESSELS ON THE BERTH

ARRIVALS

FOR CHEFOO AND NEWCHIANG

THE Steamer

"HERMANN MENZELL"

Captain Schmitt, will be despatched as above TO-DAY, the 16th inst., at 4 P.M.

For Freight apply to EAST ASIATIC TRADING CO., LTD., Hongkong, 8th July, 1902.

THE CHINA AND MANCHIA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamer

"PERLA."

Captain G. T. Blaxland, will be despatched as above TO-DAY, the 16th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 11th July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DAWBIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND.)

TASMANIA, &c.)

THE Steamer

"AIRLIE"

Captain St. John George, will be despatched for the above ports TO MORROW, the 17th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage.

This Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

HONGKONG, 1st July, 1902.

VESSELS IN DOCK.

13th July.

ABENGER DOCK.—Tidian.

OWN DOCK.—H.M.S. Wicca, Dynemite, Taiyuan, Zajiro, Poplar Branch, Romulus, Solent.

COSMOPOLITAN DOCK.—Kohsiang.

VESSEL ON THE BERTH

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1602

"ATHOLL" ... About 31st July.

"LENNOX" ... 14th Aug.

"HEATHBURN" ... 21st Aug.

"RICHMOND CASTLE" ... 7th Sept.

"AFRID" ... 20th Sept.

"HILLGLEN" ... 30th Sept.

For Freight and further information, apply to JADELINE, MATHESON & CO., General Managers.

Hongkong, 16th July, 1902.

Agents.

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VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.
STEAMERS
GLASGOW and LIVERPOOL... "ANTENOR".....
GLASGOW and LIVERPOOL... "DARDANUS".....
GLASGOW and LIVERPOOL... "PROMETHEUS".....
GLASGOW and LIVERPOOL... "PYRUS".....
GLASGOW and LIVERPOOL... "DIOMED".....
GLASGOW and LIVERPOOL... "JASON".....

DUE
On 31st July.
On 8th August.
On 14th August.
On 26th August.
On 28th August.
On 3rd September.

HOMEBWARDS.
STEAMERS
LONDON "SARPEDON".....
LONDON "ULYSSES".....
LONDON and ANTWERP "TELEMACHUS".....
LONDON "ANTENOR".....
LONDON "DARDANUS".....
LIVERPOOL DIRECT "PYRUS".....

TO SAIL
On 22nd July.
On 5th August.
On 10th August.
On 26th September.
On 16th September.
On 29th September.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. C.

Hongkong, 15th July, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR
ILOILO and CEBU STEAMERS
FOUCHOW "SUNGKANG".....
SHANGHAI and CHINKIANG "PAKH".....
KOBÉ and YOKOHAMA "WOOSUNG".....
TIENTIN "TSINAN".....
CEBU and ILOILO "NANCHANG".....
PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BELLSHANE, SYDNEY - MELBOURNE and ADELAIDE

TO SAIL
On 16th July, at Noon
On 17th July.
On 17th July.
On 22nd July.
On 26th July.
On 29th July.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION
FOR
TAMSUI, VIA SWATOW } STEAMERS
AND AMOY } "DALIN MARU".....
TAMSUI, VIA SWATOW } AND AMOY } T. OGATA, SUNDAY, 20th
POOCHOW, VIA SWATOW } AND AMOY } "DAIGI MARU".....
ANPING, VIA SWATOW } AND AMOY } T. KITANO, SUNDAY, 27th
"MAIDZURU MARU".....
The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA.
Agents.

Hongkong, 14th July, 1902.

PORLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN HONGKONG

"INDRAVELLI"..... 3,152 Craven July 26, 1902

"INDRAPURA"..... 3,152 Hollingsworth Aug. 14, 1902

"INDRASAMHA"..... Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE
THE Company's Steamship

CHINA.

Captain Moes, will leave for the above places on THURSDAY, the 18th inst., at NOON.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to

SANDER, WIESLER & CO., Agents.

Hongkong, 9th July, 1902.

[1888]

"BEN" LINE OF STEAMERS

FOR NEW YORK VIA SUEZ CANAL
THE Steamship

"BENCLUECH"

Captain Thompson, will be despatched as above on THURSDAY, the 8th inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th July, 1902.

[1898]

"BEN" LINE OF STEAMERS

FOR LONDON via SUEZ CANAL

THE Steamship

"BENLBB."

Captain Bee, will be despatched as above on or about the 8th inst.

For Freight or Passage apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th July, 1902.

[1899]

"BENLBB."

Captain A. L. Valentine, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 19th July, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London, (under arrangement) will be transhipped at Colombo into steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to

E. A. HOWETT, Superintendent.

Hongkong, 14th July, 1902.

[1900]

"SHIRE" LINE OF STEAMERS
FOR NEW YORK via SUEZ CANAL
THE Steamship

"RADNORSHIRE"

will be despatched for the above port on SUNDAY, the 6th July.

For Freight, apply to

SHEWAN, TOME & CO., Agents, Shaw Line,

Hongkong, 30th June, 1902.

FR. M. HAMBURG, HICHEM
ANTWERP, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LABISZ"

Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before NOON, To-DAY, 14th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Offices.

Hongkong, 14th July, 1902.

[1901]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, will be despatched for MANILA on THURSDAY, the 24th inst., at NOON.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents,

Prince's Buildings, Ice House Street,

Hongkong, 16th July, 1902.

[1902]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TYPEUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 14th July, 1902.

[1902]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TELEMACHUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Shipping Orders will be granted till Noon, Cargo will be received on board, until 4 P.M. Specie and Parcels until 3 P.M., on the 27th July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

No further particulars apply at the Company's Office.

G. de CHAMPEAUX,

Agent,

Hongkong, 16th July, 1902.

[1902]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE AL, 4m. British Barque

"COMET,"

Captain Davis, is now loading for the above port and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & CO.

Hongkong, 25th June, 1902.

[1902]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during its stay in Hongkong Harbour:

ADOLPH OBER, Am. barque, S. Amesbury - Standard Oil Co.

ALLAS, American ship, McKay - Standard Oil Co.

EVIE J. RAY, American barque, Keston - Sandor, Wiesler & Co.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight or Passage, apply to

SANDER, WIESLER & CO., Agents.

Hongkong, 14th July, 1902.

[1902]

HONGKONG.

STEAMERS.

AIRIA, British str., 2,500, George, July 14,

GIBB,

POST OFFICE NOTICES

Parcel Mails for Europe, &c., per s.s. *Bengal*, will close at 3 p.m. on Friday, the 18th inst.; the *Indefatigable*, with the English Mail of the 20th ult., left Singapore on Saturday, the 12th inst., & arrived, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 10th May.

The *Hopet*, with the American Mail (or *City of Peking*) on board, left Shanghai on Monday, the 14th inst., and may be expected here to-morrow.

The *Grecia*, with the American Mail, left Yokohama on Saturday, the 12th inst., at daylight, and may be expected here on or about Sunday, the 20th inst.

MAILS WILL CLOSE

PORT	PER	DATE
Hongkong	Wednesday, 16th, 7.00 A.M.	
Singapore, Amoy and Foochow	Wednesday, 16th, 8.00 A.M.	
Bangkok	Wednesday, 16th, 9.00 A.M.	
Hongkong (Dalong Bay)	Wednesday, 16th, 10.00 A.M.	
Straits, Colombo and Bombay	Wednesday, 16th,	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of Japan	Registration, 10.00 A.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Letters	Wednesday, 16th, 11.00 A.M.	
Hongkong	Wednesday, 16th, 1.15 P.M.	
Perla	Wednesday, 16th, 2.00 P.M.	
Wingay	Wednesday, 16th, 3.00 P.M.	
Sanki Maru	Wednesday, 16th, 3.00 P.M.	
Kuusng	Wednesday, 16th, 3.00 P.M.	
Lerter	Wednesday, 16th, 4.00 P.M.	
Telennachus	Wednesday, 16th, 4.00 P.M.	
Pelshau	Wednesday, 16th, 5.00 P.M.	
Hermann Menzel	Thursday, 17th, 11.00 A.M.	
Waesung	Thursday, 17th, 4.00 P.M.	
Pakhoi	Thursday, 17th, 4.00 P.M.	
Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Airlie	Thursday, 17th, 5.00 P.M.
Yekouan and Kobe	Friday, 18th, 11.00 A.M.	
Manila	Friday, 18th, 3.00 P.M.	
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Bengal	Saturday, 19th.
(Supplementary mail on board up to the time fixed for departure of the mail)		
Tientsin	Kwangtung	
Kobe and Yokohama	Taiwan	
NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	City of Peking	Registration, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Sachsen	
Singapore	Makassar	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Athens	Saturday, 26th, 11.00 A.M.
Tiongson	Nanchang	Saturday, 26th, 3.00 P.M.

TO-MORROW.

Concert, Kowloon Insitute, 11 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

15th July.

ON LONDON—	Telegraphic Transfer	181
	Bank Bills, on demand	1.81
	Bank Bills, at 30 days' sight	1.82
	Bank Bills, at 4 months' sight	1.83
Credits, at 4 months' sight		1.84
Documentary Bills, 4 months' sight		1.84
PARIS—		
	Bank Bills, on demand	2.17
Credits, at 4 months' sight		2.21
ON GERMANY—		1.77
On demand		
ON NEW YORK—	Bank Bills, on demand	421
Credit, 60 days' sight		43
ON BOMBAY—	Telegraphic Transfer	129
Bills, on demand		130
ON CALCUTTA—	Telegraphic Transfer	129
Bills, on demand		130
ON SHANGHAI—	Bank, at sight	1.74
Private, 31 days' sight		75
IN YOKOHAMA—	Bank, on demand	181 p.c. p.m.
ON MANILA—		2 p.c. p.m.
ON SINGAPORE—		3 p.c. p.m.
ON BARBARY—		104
ON HARBOR—		11 p.c. p.m.
ON SAIGON—		1 p.c. p.m.
ON BANGKOK—		80
SEVERIONS, Bank's Buying Rate	\$1.44	
D LEAF, 10% fine, per ton	\$50.80	
E SILVER, per oz.	24	
OPIUM.		

15th July.

Quotations are:—Allow 10% to 1 cent.
Malta New \$910 to \$920 per picul.
Malta Old \$1000 to \$1010
Malta Older \$1020 to \$1040
P. F. per wrapped—10
Persian fine quality \$50
Persian extra fine—10
Patna New \$935 to 10 per cwt.
Patna Old \$910 to 10
Banaras New \$915 to 10
Banaras Old \$917 to 10

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Ballarat* left Singapore on the 12th inst., at 4 p.m., and is due here to-morrow, at about noon.

THE AMERICAN MAIL.
The P.M. steamer *City of Peking* arrived at Manila on 10 a.m. on the 14th inst., and will probably be despatched for Hongkong this evening.

The O. & O. steamer *Grecia* left Yokohama on the 12th inst. for this port, via Kobe, &c.

THE GERMAN MAIL.
The Imperial German mail steamer *Sachsen* left Colombo on the 12th inst., p.m., and may be expected here on or about the 23rd inst.

The Imperial German mail steamer *Sachsen* left Kobe via Nagasaki, Shanghai and Foochow on the 13th inst., p.m., and may be expected here on or about the 23rd inst.

THE INDIAN MAIL.
The Indo-China steamer *Kernang*, from Calcutta and Straits, left Singapore for this port on the 12th inst., p.m.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* left Vancouver on the 11th inst., p.m., for Hongkong.

THE MERCHANT STEAMERS.
The N.P. steamer *Duke of York* left Yokohama for Hongkong on the 7th inst.

JOINT STOCK SHARES.

Hongkong, 14th Ju'y.

COMPANY.	PARD UP.	QUOTATIONS.
Hongkong & Shai	\$125	F610, buyers London, 2d.
Natl. Bank of China	24	\$27, buyers
B. Shui	28	\$27, buyers
Mon. Shui	21	\$27, sellers
Bell's Asbestos Co.	21	\$27, buyers
Campbell, Macos & Co.	19	\$25, sellers
China Borneo Co. Ltd.	16	\$25, sellers
China Light and Power Co. Ltd.	16	\$25, sellers
China Pro. L. & M.	12	\$11.
China Sugar	100	\$107.
Cigar Companies		
Alhamra, Ltd.	500	1000, nominal
Philippines Tobacco Co. Ltd.	50	45.
Cotton Mills		
Ewo	100	100, 2d.
International	25	25, sellers
Laos King Mow	100	100, 2d.
Soysas	60	100.
Hongkong	10	17, 2d.
Dairy Farm	34	\$12, buyers
Feawick & Co. Ltd.	25	40, buyers
Green Island Cement	30	\$12, sellers
H. & C. Bakery	30	30, 2d.
Hongkong Gas	210	\$10, buyers
Hongkong Electric	10	18, ex div.
H. L. Traumwys	100	100, 2d.
H. S. Steam Water	37	50, buyers
Beak Co. Ltd.	50	50, buyers
Hongkong Hotel	50	35, 2d.
Hongkong Tea	22	\$12, sales
W. & G. & G.	55	88.
Tsingpo	100	100, buyers
Charbonnages	250	250, sellers
China	100	100, sellers
China Trade	22	22, sellers
So. China	22	18, 2d.
Struts	20	20, 2d.
Union	55	85, buyers
Yangtze	100	100.
Land and Building		
Hongkong Land Inv.	100	\$100, sellers
Humphreys Estate	80	813, sellers
Kowloon Land & H.	30	30, sellers
West Point Building	50	55, sellers
Luzon Sugar	100	82, sellers
Manas Invest. Co. Ltd.	50	50, sellers
Mining		
Charbonnages	250	250, nominal
China	80	80, buyers
Queen's Allies, Ltd.	260	nominal
Do	35	nominal
Fujian	30	nominal
Do, Preference	31	31, sellers
Rabas	1910	39, sellers
New Anny Dock	90	90, buyers
oriental Hotel, Manila	500	25, sellers
Powell, Ltd.	10	10, buyers
Rottnest Piano Co. Ltd.	50	50, buyers
steamship Coys.	50	50, 2d.
China and Mania	50	45, sellers
Douglas Steamship	15	14, sellers
H. & C. Cotton & M.	15	15, sellers
and China S. N. ...	20	20, 2d. sellers
oil & Transport and Trading Co. ...	20	20, sellers
Star Ferry	10	20, 2d. sellers
Tea Planting Co.	50	50, nominal
United Asbestos	40	40.
Do, Ltd.	10	17, buyers
Universal Trading Co. Ltd.	20	21, sellers
Watkins, Ltd.	10	10, buyers
Watson & Co. A. S.	10	10, 2d. buyers
VEENON & SMYTHE, Brokers		

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 14th Ju'y.

STATION.	Hour	Temperature	Humidity	Wind	Pressure
Vladivostok	2 p.m.	29.61	—	N	100.6
Nemuro	2 p.m.	29.62	—	NE	100.6
Hakodate	2 p.m.	29.63	—	SE	100.6
Tokyo	2 p.m.	29.59	—	SE	100.6
Koohi	2 p.m.	29.60	—	SW	100.6
Nagasaki	2 p.m.	29.75	—	SW	100.6
Kagoshima	2 p.m.	29.83	—	W	100.6
Oshima	2 p.m.	29.84	—	W	100.6
Naha	2 p.m.	29.80	—	S	100.6
Ishigaki-jima	2 p.m.	29.80	—	S	100.6
Tainiku	1 p.m.	29.84	—	N	100.6
Tai-chu	2 p.m.	29.81	—	W	100.6
Tai-nan	2 p.m.	29.82	—	W	100.6
Krashun	2 p.m.	29.83	—	E	100.6
Pescadores	2 p.m.	29.82	—	S	100.6
Gutzaif	3 p.m.	29.71	80	SW	100.6
Sharp Peak</td					